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GENERAL PLAN

CITY OF VICTORVILLE

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GENERAL PLAN

CITY OF VICTORVILLE

It is the goal of the City of Victorville to develop a comprehensive plan and program intended to provide development policies which will result in a more rational and cohesive urban environment for the City of Victorville.

City of Victorville
Planning Department
August 13, 1975

INTRODUCTION

A General Plan is a policies plan which, when adopted by the City, becomes the official statement that guides the future character and quality of development within the community. It is a guide for both growth and conservation over an extended period of time. To be meaningful when implemented, the General Plan must be understood and supported by the community.

STUDY AREA

The General Plan area encompasses about 48 square miles. The elements of the General Plan of necessity extend beyond the city limits to include land that has been officially established as under the sphere of influence of the city.

THE GENERAL PLAN

A General Plan is a most effective and valuable tool for guiding sound community growth. While a General Plan is not intended to be a rigid document, it does attempt to establish certain goals and directions for a community and to formulate procedures for achieving those goals.

A General Plan can be described as:

COMPREHENSIVE: The Plan encompasses all geographical parts of the community and all functional elements which guide its physical, economic and social development.

LONG - TERM: The Plan, when possible, anticipates development within the community by designating compatible future relationships between people, uses and public facilities .

GENERAL: The Plan establishes more generalized boundaries and locations for land use together with policy statements and principles for their implementation.

THE GENERAL PLAN AND THE ZONING AND SUBDIVISION ORDINANCES

A General Plan is a long-range community development guide whereas a zoning ordinance and subdivision ordinance, which are a means of implementing a General Plan, are concerned with current control of land uses. Proper zone change and subdivision procedures require that a zone change and any subdivision be in conformity with a General Plan. If conformity or consistency does not exist, then an amendment to the General Plan must precede hearings on the zone change or subdivision.

ELEMENTS OF THE GENERAL PLAN

The California Government Code requires that each planning agency prepare and the legislative body of county and city adopt a comprehensive, long-term General Plan for the physical development of the county or city, and any land outside its boundaries which in the planning agency's judgment bears relation to its planning.

The General Plan comprises a state of development policies and includes a diagram or diagrams and text setting forth objectives, principles, standards, and plan proposals. The plan includes the following elements:

(a) A Land Use Element which designates the proposed general distribution and general location and extent of the uses of land for housing, business, industry, agriculture, recreation, education, public buildings and facilities, and other categories of public and private uses of land. The Land Use Element includes a statement of the standards of population density and building intensity recommended for the various districts and other territory covered by the plan.

(b) A Circulation Element consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities, all correlated the Land Use Element of the plan.

(c) A Housing Element consisting of standards and plans for the improvement of housing. The element of the plan endeavors to make adequate provision for the housing needs of all economic segments of the community.

(d) A Conservation Element for the conservation, development and utilization of natural resources.

(e) An Open Space Element to provide for the preservation of natural resources, the managed production of resources, outdoor recreational areas, and for public health and safety.

(f) A Seismic Safety Element consisting of an identification and appraisal of seismic hazards.

(g) A Public Safety Element consisting of an identification and appraisal of fire, geologic, flooding and other hazards.

(h) A Noise Element in quantitative, numerical terms, showing contours of present and projected noise levels.

(i) A Scenic Highways Element for the development, establishment and protection of scenic highways.

Other "optional" elements include: recreation, street naming, housing and building numbering, transportation, transit, utilities, public buildings, community design and redevelopment.

UNDERLYING ASSUMPTIONS FOR AN AMENDED GENERAL PLAN

The following statements form the basis for the preparation of an amended plan which would allow the City of Victorville to continue:

- To promote its greatest asset; Victorville is a good place to live in the High Desert.
- To provide for a greater diversity of life styles within the city limits.
- Its attempts to attract new young families to Victorville.
- Its efforts to institute a vigorous program to improve the identity of Victorville as a unique desert urban community with open space, clean air, and congenial people.
- To consider consolidation of revenues from the special districts which serve Victorville.
- The planning and working relationship with George Air Force Base.
- To encourage continued citizen participation in the planning process.

FIFTEEN YEAR POPULATION AND DEVELOPMENT CAPACITIES

In establishing community goals, objectives, and policies for the development of the City, it becomes necessary to target the General Plan to a specific date. Planning in the 1970's has put greater emphasis on short and intermediate time frames while continuing the concern for the development of long-range planning policies.

Inasmuch as the City of Victorville has recently experienced tremendous areal expansion but with a slowing in population growth, the General Plan has been targeted for 15 years or until 1990. This is illustrated below.

Table I

	POPULATION GROWTH		AREAL GROWTH
1962	8,110[1]	1962	9.7 square miles
1970	10,845[2]	1970	15.2 square miles
1975	12,344[2]	1975	30.6 square miles

From 1962, the year the City of Victorville incorporated, to 1975, the annual population growth rate was 4 percent. However, from 1970 to 1975, the annual population growth rate declined to 2.8 percent. During the same two time periods, the annual geographic expansion rates were 16.6 percent and 20.3 percent respectively. It is expected that for the next 15 years, Victorville's population should be somewhere between a high estimate of 19,750 and a low estimate of 17,529. The high estimate is based on an annual rate of 4 percent of the base year (1975) figure of 12,344. The low estimate is based on an annual rate of 2.8 percent of the same base year figure.[3]

In order for a General Plan to be realistic, a community should design its goals, objectives, and policies around projected population and development growth. To plan far in excess of reasonable projections prematurely commits undeveloped or "under-developed" land to a greater land use intensity.

(1) County estimates, County Planning Department, Research Division.
(2) Actual Federal Census figures.
(3) These are both somewhat liberal projections inasmuch as SCAG's 1970 population increase projection for Regional Statistical Area (RSA) 32 which includes Barstow and Victorville is 1 percent of the base year (1974) figure of 85,501 per year.

However, it should also be recognized that growth rate projections are not static. The goals, objectives and policies of a community plan derived from such projections must be reviewed, and if need be, revised at least every five years to meet the changing needs of a community.

TABLE 2 - GROWTH IN LAND USE (ACRES)

LAND USES 1965		Percent	LAND USE 1975		Percent	Percent Increase
TOTAL AREA	8,595.2	= 100%	TOTAL AREA	19,609.60	= 100%	128.1%
NON URBAN	6,404.4	= 74.5%	NON URBAN	16,475.90	= 84.0%	157.3%
Agricultural	45.3	= 00.5%	Agricultural	331.50	= 01.7%	631.8%
Undeveloped Land	6,359.1	= 74. %	Undeveloped Land	16,144.40	= 82.3%	153.9%
URBAN LAND	2,190.8	= 25.5%	URBAN LAND	3,133.70	= 16.0%	43.0%
Residential	1,318.89	= 15.3%	Residential	1,774.60	= 09.0%	34.6%
Single Family	1,111.23	= 12.9%	Single Family	1,350.90	= 06.9%	21.6%
Multi-Family	155.39	= 01.8%	Multi-Family	229.80	= 01.2%	47.9%
Mobile Homes	52.26	= 00.6%	Mobile Homes	193.90	= 01.0%	271.0%
Commercial	255.30	= 03.0%	Commercial	634.60	= 03.2%	148.6%
Industrial	164.43	= .019%	Industrial	181.10	= .009%	10.1%
Public & Quasi-Public	452.17	= .053%	Public & Quasi-Public	543.40	= .028%	20.2%

Source: Land Use Survey
August, 1965

Source: Comparison Study, Planning
Department, June 1975

7/18/75 JP

TABLE 3 - LAND USE INVENTORY

Category	1965 Units	1965 Percent	1974 Units	1974 Percent	Percent Increase
Total	3152	100%	4321	100%	37.1%
Single Family Dwelling	2535	80.4%	2878	66.6%	13.5%
2-Family Dwelling	239	7.6%	279	6.5%	16.7%
Multi-Family Dwelling	202	6.4%	462	10.7%	128.7%
Mobile Homes	176	5.6%	702	16.2%	298.9%

Source: Ruth & Krushkhov and Victorville Building Department, Aug. 1965

Source: Victorville Planning Department, 1974

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LAND USE ELEMENT

It is the goal of the City of Victorville to develop a Land Use Element intended to serve as a basis for establishing compatible and more flexible land use relationships and orderly growth within the context of sound urban form.

LAND USE

INTRODUCTION

The City of Victorville encompasses 30 square miles and has a population of 12,344 living in about 4,300 homes. At a very low density of development, a population of over 100,000 could be added within the present city limits. At the present time, Victorville has enough vacant lots (4,200 lots in subdivisions) to double its present population. It also has many other small undeveloped parcels. The annual population growth rate in the last decade averaged 3.24 percent. From 1963 to 1973 (eleven years of incorporation) the increase was 1,566 dwellings or an average of 142 per year.

The population growth rate within the state as well as the nation has been slowing, which means, for this decade, growth will probably not exceed that of the 60's and could even be lower. In the City of Victorville, even if an optimistic four percent rate is assumed, it would yield an average annual increase of only 201 dwelling units per year for the next ten years. At an average density of four dwelling units per gross acre, this growth would absorb about 50 acres of land per year and it would take at least 21 years to use up the present subdivided vacant lots if none of the small parcels elsewhere were used and no additional subdivisions were started.

Most cities in the 1950's and 1960's were dealing with rapid and extensive growth within a limited area; conversely, Victorville's principal problem at present is that of contending with limited growth within a relatively limitless area. From one point of view, this offers Victorville a real opportunity; slow, but steady, growth rather than rapid growth can be better planned, avoiding scattering and congestion and can be gradually directed in ways which will result in a good living environment.

RESIDENTIAL USES

INTRODUCTION

The 1990 General Plan Land Use Element projects a population of approximately 48,354 by the year 1990. To accommodate this population, 4,343 acres or 22 percent of the city's incorporated area has been designated for residential development. The areas designated "Residential" in the Land Use Element are generally areas where (1) substantial residential development already exists; (2) land is presently subdivided for residential use; and, (3) to some degree, streets and utilities currently exist.

It is the purpose of the Land Use Element to establish the following objectives for residential areas:

- To provide for a wide variety of residential districts appropriate to the desert area to fulfill varied housing needs.
- To discourage residential development in areas where no development exists and where limited urban services are available.
- To coordinate development of residential districts by establishing policies and implementation procedures which discourage the encroachment of incompatible uses and encourage the elimination of substandard or conflicting uses.
- To protect the investment of the private property owner by consistent application of high development standards.

- To provide residential areas located on lands which are attractive and economically feasible to develop.

- To encourage subdivision design to allow for greater flexibility in the arrangement of homes on individual lots to enhance the overall appearance and outdoor useability of an area.

- To encourage the placement of accessory structures and off-street parking areas in such a manner as to enhance the visual quality of a neighborhood.

VERY LOW DENSITY RESIDENTIAL (One or less units per acre)

This land use category provides for single family structures in areas where very large lot suburban residential patterns have been established and are expected to develop. The maximum residential density under this land use designation is one (1) or less than one (1) dwelling unit per acre. Approximately 920 acres are designated for this land use.

The zone districts used to implement this land use category are the Suburban-Residential District (S-R), the Single Family Residential District (R-1), the Residential Mobile Home Planned Development District (RMPD) and the Planned Unit Developments (P.U.D.) provided that the maximum residential density is not exceeded.

LOW DENSITY RESIDENTIAL (Five or less units per acre)

The low density category permits single family development on lots 7,200 square feet and larger. The maximum residential density is five (5) dwelling units per acre. Approximately 2,815 acres are designated for development at this density.

To implement this land use category, the Suburban Residential District (S-R), the Single Family Residential District (R-1), the Residential Mobile Home Planned Development District (RMPD), and the Planned Unit Developments (P.U.D.) can be used provided that the maximum residential density is not exceeded.

MEDIUM DENSITY RESIDENTIAL (Eight or less units per acre)

The medium density areas provided in the Land Use Element allow for single and low density multiple residential uses on minimum lots of 8,500 square feet. Residential densities under this land use classification are limited to a maximum of eight (8) dwelling units per acre. Approximately 163 acres are designated for medium density residential land use.

The zone districts used to implement this land use category are the Single Family Residential District (R-1), the Medium Density Residential District (R-2), the Residential Mobile Home Planned Development District (RMPD), and Planned Unit Developments (P.U.D.) provided that the maximum residential density is not exceeded.

HIGH DENSITY RESIDENTIAL (Fifteen or less units per acre)

The high density residential category provides for single and multiple family residential development up to a maximum density of fifteen (15) dwelling units per acre on minimum lots of 10,000 square feet. It is felt that apartments with extensive landscaped open areas and recreation facilities could develop in areas with this land use designation. Approximately 382 acres are designated for high density residential land use.

To implement this land use category, the Single Family Residential District (R-1), the Medium Density Residential District (R-2), the High Density Residential District (R-3) and Planned Unit Developments (P.U.D.) can be used provided that the maximum residential density is not exceeded.

VERY HIGH DENSITY RESIDENTIAL (Twenty or less units per acre)

This land use category provides for the development of high density apartment complexes while allowing for single family dwelling development at much reduced densities on minimum lots of 10,000 square feet. The maximum residential density is twenty (20) dwelling units per acre. Approximately 63 acres are designated for development at this density.

The zone districts used to implement this land use category are the Single Family Residential District (R-1), the Medium Density Residential District (R-2), the High Density Residential District (R-3), the Very High Density Residential District (R-4) and Planned Unit Developments (P.U.D.), provided that the maximum residential density is not exceeded.

COMMERCIAL USES

INTRODUCTION

The City of Victorville has long been established as the commercial center for the entire Victor Valley area and will continue to function in this capacity. To accommodate commercial development necessary to service an estimated regional population of 70,617 by 1990, the General Plan designates approximately 947.0 acres of land to provide for the development of various types of commercial activities.

The major areas of concentration for commercial activities are described as follows:

1) The Seventh Street corridor between Green Tree Boulevard and Forrest Avenue;
2) The downtown shopping district along lower Seventh Street and "D" Street; and,
3) The civic center district located north of Palmdale Road and west of Interstate 15.

The Land Use Element distinguishes six (6) different commercial land use categories to serve as a framework for zoning regulations. The extent of each category is based on the intensity of development and compatibility of uses.

It is the purpose of this Land Use Element to establish the following objectives for commercial areas:

- To provide sufficient commercial land area within the City of Victorville to meet the ultimate needs of the City and the Victor Valley area when developed to its 1990 capacity.

- To promote the development of commercial facilities which are convenient to residents of Victorville.

- To promote the revitalization of the downtown shopping district into a viable commercial district.

- To discourage the "commercial stripping" along major thoroughfares of travel and concentrate commercial centers at transportation nodes.

- To establish future commercial areas on the basis of demonstrated need for specific services.

- To encourage existing commercial facilities which conform to land use designations to modernize by upgrading structures where possible to include adequate off-street parking, landscaping and adherence to current street standards.

- To promote the infilling of commercially-zoned lands in major commercial districts.

- To provide high commercial standards as a means to upgrade the quality of development, thus improving the appearance of the community as a whole.

OFFICE; ADMINISTRATION AND FINANCE

The intent of this land use category is to provide for the development of administrative and professional offices. Certain retail uses however, may be permitted provided that they are related to the primary office functions. Inasmuch as office land use does not generate an excessive amount of vehicular traffic and what traffic is generated

occurs generally only during the daylight hours, it can be used quite effectively as a transitional zone between commercial and residential areas as well as light industrial and residential areas. Approximately 115 acres in the Land Use Element have been designated for Offices; Administration and Finance (C-A) and Planned Unit Developments (P.U.D.). To implement this land use category, the Administrative Professional Offices District should be used.

An area designated Offices; Administration and Finance should:

- Provide for development that reflects the character of a neighborhood area especially where offices are used as a transitional land use between residential commercial and/or industrial development.
- Be located and designed so as to provide convenient and accessible locations to the individuals or organizations that it serves.
- Provide an aesthetically pleasing and compatible environment which would encourage the development of offices within these designated areas instead of other commercially designated areas.

NEIGHBORHOOD SHOPPING

The Land Use Element recognizes the need for carefully controlled outlying shopping districts to provide the day-to-day goods and services required by people who live close to these centers. Development standards must be stringent since these areas are usually a part of the residential environment. Approximately 33 acres in the Land Use Element have been designated for neighborhood shopping. To implement this land use category, the Neighborhood Retail Zone District (C-1) or the Planned Unit Developments (P.U.D.) should be used. A neighborhood shopping center should:

- Be located where it can most conveniently serve its trade area.

- Be located at the intersection of major traffic arteries.
- Be limited in size so as not to disrupt the residential character of neighborhoods.

COMMERCIAL SERVICES

The commercial services land use designation is the most extensive commercial land use category. It provides for the development of the widest range of business enterprises. Many of the commercial facilities are largely dependent on serving the public, not only on a local level but on a regional level as well.

The majority of the total land area designated for commercial activity is comprised of the commercial services category. The total area designated in the Land Use Element for Commercial Services is 535 acres. To implement this land use category, the General Commercial District (C-2) and the Planned Unit Development (P.U.D.) should be used.

An area designated Commercial Services should:

- Be composed of compatible independent and/or dependent uses.
- Encourage the design of safe and efficient circulation systems within the commercial centers to reduce disruption in the continuous flow of traffic along major arterials.
- To promote the infilling of areas designated for commercial services where extensive development already exists.

CENTRAL BUSINESS DISTRICT

The importance of the Central Business District (downtown) has diminished due to the development of extensive shopping facilities along upper Seventh Street. Nevertheless, the downtown will continue to function as a major shopping district in Victorville. The total area designated in the Land Use Element for the Central Business District is 42 acres. The Central Retail and Commercial Zone District (C-3) or the Planned Unit Developments (P.U.D.) should be used to implement this land use category.

The area designated Central Business District should:

- Encourage improved aesthetics within and approaching the Central Business District through, but not limited to, improved maintenance, improved street lighting, effective sign controls and landscaping.
- Provide improved vehicular and pedestrian access and circulation in the CBD so that both vehicular and pedestrian traffic may flow smoothly, safely and expeditiously.
- Provide adequate off-street parking in the area as an attraction and convenience to shoppers.
- Encourage the establishment of additional businesses and facilities and other compatible uses to enhance, supplement and support the existing commercial development.
- Provide for the development of an architectural theme that will promote the harmonious appearance, coordinated development, and unique identity of the downtown.

HIGHWAY COMMERCIAL

This land use designation provides for uses that are largely dependent on serving the motoring public. The amount of land provided for these uses is related not only to the local population, but also to regional aspects of the planning area. The Land Use Element provides 99 acres for this land use designation. To implement highway commercial land use the Highway and Service Commercial Zone District (C-4) or the Planned Unit Developments (P.U.D.) should be used.

The areas designated Highway Commercial should:

- Provide adequate locations to insure sufficient and easily available services to the motoring public.
- Provide locations that will insure adequate buffering to minimize problems with adjacent land uses.

HEAVY COMMERCIAL

The heavy commercial land use designation provides for the development of heavy commercial and light industrial uses. The Land Use Element provides 139 acres for this land use.

The Commercial-Manufacturing Zone District (C-M) should be used to implement this land use category.

The areas designated heavy commercial should:

- Be located in areas that provide easy access from major transportation arteries by all types of vehicles.
- Protect adjacent less intensive land uses by providing adequate screening and/or landscaped open space.

INDUSTRIAL USES

INTRODUCTION

It is expected that the City of Victorville will be able to capture new industry in the future. To accommodate future growth, approximately 932 acres of land have been designated for industrial uses. In addition to those sites already developed, the industrial areas designated in the Land Use Element are based upon: (1) the availability of large parcels; (2) accessibility to major transportation corridors; and, (3) the presence of existing utilities or the potential for expanding utilities into the selected areas.

The Land Use Element provides for three (3) different industrial land use categories to serve as a framework for zoning regulations. The extent of each category is based on the intensity of development and compatibility of uses.

As a means of promoting and assuring the development of high quality and aesthetically appealing industrial centers, it is the purpose of this Land Use Element to establish the following objectives for industrial uses:

- To protect and encourage the development of the industrial potential of Victorville by providing sufficient land in appropriate locations to promote the optimum development of industrial uses.
- To encourage land to be retained in larger parcels to insure maximum development flexibility.
- To protect adjacent land uses from the negative effects of industrial use through development and performance standards.
- To insure adequate circulation facilities; off-street parking, loading areas, etc., within an industrial district.

PLANNED INDUSTRIAL PARK

This land use designation encourages the development of industries which emit little or no noise, odors, vibrations, etc., and do not cause other potential nuisances. The Planned Industrial Park category, due to its high development standards, when implemented, provides excellent buffering between the more intensive industrial land use categories and adjacent residential and/or commercial areas. Approximately 83 acres in the Land Use Element have been designated for Planned Industrial Parks. To implement this land use category, the Industrial Park Zone District (IP) or the Planned Unit Developments (P.U.D.) should be used.

An area designated Planned Industrial Park should:

- Be implemented with performance standards to insure quality architectural design and landscaping and to mitigate against smoke, noise, vibrations and other obnoxious characteristics.
- Provide sign regulations to insure that the aesthetic quality of the Industrial Park is not diminished.

LIGHT INDUSTRIAL

It is recognized in the Land Use Element that not all industry desires location in a Planned Industrial Park inasmuch as high development standards are not needed due to the surrounding land use and/or topography. Therefore, to achieve greater flexibility there is provided a light industrial category to be utilized in areas with attractive locations in terms of good highway access and other necessary urban facilities. Additionally, certain heavy commercial uses which are compatible with light industrial uses will be provided for in implementing this land use category. Approximately 71 acres have been designated for light industrial in this Land Use Element. To implement

this land use category, the Light Industrial Zone District (M-1) and Commercial Manufacturing Zone District (C-M) or the Planned Unit Developments (P.U.D.) should be used.

An area designated light industrial should:

- Provide industrial sites which can be developed and operated so as not to interfere with adjacent residential or commercial uses.
- Provide for adequate screening of unsightly outdoor storage and other activities or structures.

HEAVY INDUSTRIAL

There are many industries that require large areas of land, close proximity to rail facilities and major highways. These industrial uses tend to avoid developed residential areas or congested commercial locations. While the policies for developing the industrial potential of these areas are generally the same as for light industrial areas, the heavy industrial areas should be isolated and protected from encroachment of residential uses. The Land Use Element provides a category for this type of industrial development. Approximately 777 acres have been designated for heavy industrial uses. To implement this land use category, the Light Industrial Zone District (M-1), Heavy Industrial Zone District (M-2) or the Planned Unit Developments (P.U.D.)should be used.

PUBLIC USES

The Land Use Element of the General Plan designates areas which are presently developed as public uses. Specifically, this element identifies areas used for governmental offices and facilities, public schools, public hospitals and park and recreation facilities. Additional sites for the expansion of these uses may be

designated as new development necessitates their expansion.

Inasmuch as the Land Use Element identifies only established facilities, a more comprehensive study in terms of goals, objectives, policies, etc., are discussed in the Community Facility Element of the General Plan. Approximately 307 acres in the Land Use Element have been designated for Public Uses. To implement this land use category, the Public and Civic Zone District (P-C) should be used.

NATURAL ENVIRONMENT AREAS

INTRODUCTION

The natural environment areas are those areas that possess extreme development constraints or are particularly well suited for agriculture purposes and should be maintained in a largely undeveloped state. Only very light intensity land uses such as agricultural and/or recreational activities should be provided for in these areas. Approximately 3,021 acres of land have been designated as natural environment areas.

The Land Use Element provides for three different open space categories to serve as a framework for zoning regulations. The extent of each category is based on natural environmental qualities and/or constraints.

As a means of assuring the retention of open space areas, it is the purpose of the Land Use Element to provide open areas:

- For the management of resource production such as agricultural fields and water areas for commercial and recreational fish and marine line production.
- For the preservation of natural and human resources including lands for fish and wildlife habitats, geologic features, and archeological, historical, or cultural sites.

- For the public health, welfare and well-being including flood zone areas, unstable soil areas, etc., and extensive public utility easements.

Specific objectives and policies are discussed more fully in the Environmental Resource and Management Element.

AGRICULTURE

This land use designation provides well suited areas to be utilized for agricultural purposes. Agricultural activities are an important part of the urban environment in that these areas when properly located provide visual relief in an ever expanding urban environment. Approximately 905 acres in the Land Use Element have been designated for Agriculture. To implement this land use category, the Exclusive Agriculture District (AE), and the Agricultural-Residential District (A) should be used.

An area designated Agriculture should:

- Be protected from the encroachment of intensive urban uses.
- Be located in areas with good soils and adequate water supplies.

OPEN SPACE AND GREEN BELTS

This natural environment land use designation provides for open space in (1) wash areas that are subject to periodic flooding, (2) under major utility easements where building is prohibited, and (3) other areas where it is considered appropriate. Approximately 636 acres in the Land Use Element have been designated for Green Belt. To implement this land use category, the Open Zone (O) should be used.

An area designated Open Space and Green Belts should:

- In areas subject to periodic flooding, remain totally undeveloped until such time as development occurs and drainage channels are constructed. Even then, however, open space easement should be acquired.
- Be used only for bikeways, equestrian trails, nature walks, etc., or agricultural uses.

FLOOD AREAS

This land use designation provides for open areas in large areas subjected to substantial flooding. (1) Approximately 1,431 acres in the Land Use Element have been designated Flood Areas. To implement this land use category, the Conservancy and Flood Plain District (FP) should be used.

An area designated Flood Area should:

- Provide for the protection of the public health, safety, and general welfare.
- Allow for agricultural and/or recreational uses.

MULTIPLE LAND USES

INTRODUCTION

Within the Victorville planning area, there exist both extensive and specific areas where it is premature to designate specific land use categories within the time frame of the General Plan Land Use Element. This is, in part, a result of areas being

(1) As determined by the U.S. Army Corps. of Engineering and Federal Flood Insurance Administration

in transition; moving from either a rural undeveloped state to a more urbanized environment or from one type of urban land use to another.

To provide for these transitional areas, the Land Use Element distinguishes two (2) different multiple land use categories to serve as a framework for zoning regulations. Each category has been established to deal with specific land use problems in the areas where it is applied. At such time as specific land use patterns, through the subdivision and/or development process, become apparent in these areas, the Land Use Element should be amended to a specific designation to reflect this changing pattern

To accommodate future growth, approximately 12,194 acres of land have been designated for multiple land uses.

As a means of allowing greater flexibility within the confines of sound land use planning, it is the purpose of this Land Use Element to establish the following objectiv for multiple land uses:

- To discourage the premature division and/or conversion of land.
- To utilize most effectively the other elements of the General Plan (circulation, environmental resource and management, etc.) to guide initial development in these areas.

PRIMARY URBAN EXPANSION

The primary urban expansion land use designation (P.U.E.) applies primarily to those areas within Victorville where significant and specific development is not anticipated within the immediate future. Consequently, the P.U.E. designation provides for the development of varied land uses. At such time as definite land use patterns become apparent more specific land use designations would be required. Approximately 12,194 acres in the Land Use Element have been designated for Primary Urban Expansion.

To implement this land use category, the Desert-Suburban (DS) should be used.

An area designated Primary Urban Expansion should:

- Provide for, through zoning, a wide variety of development.
- Be utilized in areas where there exists a reduced development potential and/or specific uses are difficult to determine.
- Provide review procedures to insure land use compatibility.
- Promote larger parcel sizes to assure a wider variety of uses.

CENTRAL BUSINESS AND RESIDENTIAL

This land use designation is applied in areas where residential uses are intermixed with commercial uses in the downtown core area. These areas presently demonstrate the potential for increased development of both residential and commercial uses. Approximately 12.8 acres in the Land Use Element have been designated for Central Business and Residential. To implement this land designation, the Central Business District (C-3), the High Density Residential District (R-3), the Very High Density Residential District (R-4) and the Planned Unit Developments (P.U.D.) should be used.

An area designated Central Retail and Residential should:

- Encourage the development of both residential and commercial uses inasmuch as both are essential to the economic support of the downtown.
- Review development proposals to lessen potential land use conflicts and insure compatibility.

APPENDIX A

This appendix contains the formal Environmental Impact Report for the Land Use Element of the General Plan pursuant to the California Environmental Quality Act.

I. DESCRIPTION OF THE PROJECT

The project under consideration is the Land Use Element of the General Plan. It will, upon adoption, have the status of an element in the General Plan and be the basis for all land use decisions made within the City of Victorville.

The Land Use Element has, as its goal, to serve as a basis for establishing compatible and more flexible land use relationships and orderly growth within the context of sound urban form. The element works toward this goal in establishing the following land use categories:

1) Residential
    a) Very Low Density (One or less units per acre)
    b) Low Density (Five or less units per acre)
    c) Medium Density (Eight or less units per acre)
    d) High Density (Fifteen or less units per acre)
    e) Very High Density (Twenty or less units per acre)
2) Commercial
    a) Office; Administration and Finance
    b) Neighborhood Shopping
    c) Commercial Services
    d) Central Business District
    e) Highway Commercial
    f) Heavy Commercial
3) Industrial
    a) Planned Industrial Park
    b) Light Industrial
    c) Heavy Industrial

4) Public Uses

5) Natural Environment Areas

   a) Agriculture

   b) Open Space and Green Belts

   c) Flood Areas

6) Multiple Land Uses

   a) Primary Urban Expansion

   b) Central Business and Residential

To establish the relationship of each of the land use categories with the overall goal of this element, specific objectives for each land use category have been established within the element. The implementation of the Land Use Element will be through the use of Title 17, "Subdivisions" and Title 18, "Zoning" of the Victorville Municipal Code.

In accordance with the Guidelines for the Implementation of the California Environmental Quality Act (CEQA), of 1970, all General Plan elements and amendments thereto are subject to the environmental process. Although the City of Victorville Environmental Review Committee determined that the proposed amended Land Use Element of the City of Victorville General Plan would have no substantial adverse effect on the environment, the City of Victorville Planning Department has optionally determined to prepare an Environmental Impact Report (EIR). This EIR is intended to describe the potential impact which adoption and implementation of the element will have on the environment.

II ENVIRONMENTAL SETTING

The following section is a description of the environmental setting to be affected by the adoption and implementation of the amended Land Use Element.

A. Location, Size and Function

The City of Victorville is located in San Bernardino County in the southwestern portion of the Mojave Desert about 38 miles north of the City of San Bernardino. Its elevation is approximately 2,700 feet and is bisected by the Mojave River. Its primary function is to serve as a residential community for 12,344 people (1975 special census figure) and as a commercial center for the entire Victor Valley with a population of 53,552. In addition, the economy is centered on recreation, tourism, military, cement manufacturing and some local agriculture. In area, the City of Victorville is presently 30.6 square miles.

B. Physiography and Climate

The physical characteristics of the City of Victorville can be divided into four physiographic parts:

1) the alluvial fan south of Granite Mountain in the northern portion of the city;
2) the rocky bluffs which flank both sides of the alluvial fan;
3) the Mojave River flood plain; and,
4) the Mojave River valley floor.

The climate in the City of Victorville is that of a middle latitude desert which is characterized by regions shut off by mountains from invasions of maritime air masses, but dominated by continental tropical air masses in winter. In addition, there exists a great annual temperature range with hot summer and cold winter temperature extremes. Temperatures range from summer daily means of 79.0 degrees Fahrenheit to daily winter means of 42.8 degrees Fahrenheit. Rainfall is generally less than ten inches per year and humidity rarely exceeds 50 percent.

III UNAVOIDABLE ENVIRONMENTAL EFFECTS OF THE PROPOSED ELEMENT

The Land Use Element is a guide for development in that it categorizes and specifies various land uses according to their type, intensity and location. In serving as a guide, it necessarily has to commit lands that are presently in a natural and undeveloped state for future urban use. This obviously impacts the natural environment in that unless specified as a natural or open space area within the General Plan, undeveloped area will, at some date as specified in the General Plan, convert to urbanized land.

IV MITIGATION MEASURES PROPOSED TO MINIMIZE THE IMPACT

The urbanized land use categories and their areal extent should be based upon realistic population and development projections to reduce or minimize the impact of a General Plan on the natural environment. This proposed Land Use Element is based upon reasonable projections, therefore, it does not commit excessive natural and open areas to urbanization and provides environmental assessment for those outlying and undeveloped areas within the city if, and when, intense urbanization does occur. Therefore, when compared to the status quo, the proposed Land Use Element and its implementation is, in effect, the mitigation measure.

V SHORT-TERM VERSUS LONG-TERM PRODUCTIVITY

The proposed Land Use Element is both a short-term and a long-term guide for urban development within the City of Victorville. As such, it commits various areas within the city to specified land uses, some of which could narrow the range of future uses within the environment. However, in the long-term compliance with the Land Use Element will enhance the long-term productivity of the entire city inasmuch as conflicting

land uses will be separated so as not to pose a long-term risk to the health and safety of this city.

The adoption and implementation of this proposed element is presently justified inasmuch as the present Land Use Element, in the context of today's needs, is no longer adequate in providing realistic guidance for future growth and development within the City of Victorville.

VI IRREVERSIBLE COMMITMENT OF RESOURCES

Uses of non-renewable resources during the initial and continued phases of this Land Use Element include city monies which have been used to prepare this element and future city monies to be used in implementing the policies and objectives set forth in the element. This proposed element provides for realistic growth within the City of Victorville. As such, the growth will obviously involve the commitment of non-renewable resources. The only impact the Land Use Element will have on the commitment of those resources will be to serve as a guide in how those resources will be utilized.

VII GROWTH-INDUCING IMPACTS

Within the past few decades, California has been experiencing rapid population growth. This city's present Land Use Element is based upon those past rapid growth rates. Current state and county projections show that population growth is occurring at a much slower rate. While this still represents an increase, any document or policy which guides development within the City of Victorville, should be based in part on these reduced growth rates. Therefore, the proposed Land Use Element, being a future-oriented document, does encourage and facilitate realistic growth and development within Victorville.

VIII ALTERNATIVES TO THE PROPOSED ACTION

1) No project.

2) Extensively revise the proposed Land Use Element.

The first alternative would retain the status quo. The Land Use Element of the General Plan, prepared in 1965, would remain the city's land use guide. Inasmuch as there have been extensive changes occurring within the City of Victorville in terms of both population and geographic growth, the retention of the present Land Use Element does not now, or would not in the future, provide realistic guidance for future growth and development within the city.

The second alternative, which is to revise the proposed Land Use Element, could be accomplished provided that any revisions would not make such an element unrealistic in terms of its provision and guidance of growth and development within a specified time frame.

CIRCULATION ELEMENT

It is the goal of the City of Victorville to develop a comprehensive circulation system to insure the safe, efficient and convenient movement of people and goods.

INTRODUCTION

The circulation system within the City of Victorville provides the means by which people and goods can move freely from one location to another. Circulation throughout the city takes place over travelways designed for the various types and volumes of traffic. Resembling a web-like pattern in some areas, and a grid-iron pattern in others, the circulation network ties various existing land uses together.

The Circulation Element is the policy statement which guides and directs the implementation of a circulation system. This Circulation Element distinguishes two types of networks which describe various types of travelways to be incorporated into the circulation network, (1) the motorized network and, (2) the non-motorized network. A circulation system does have an impact on the location of the various land uses within the circulation service area. These effects are incorporated in this element and are discussed under the two circulation networks.

It is the purpose of the Circulation Element of the General Plan to provide the following objectives for the circulation system:

- To insure a viable circulation system by fully coordinating the Circulation Element with the Land Use Element of the General Plan and other regional circulation systems.
- To provide for the expansion and development of a multi-modal circulation system to accommodate the growing needs of the public.
- To provide adequate design standards for the various types of travelways and their function.

MOTORIZED NETWORK

Inasmuch as the automobile and other motor-driven vehicles are the principal modes of transportation in the City of Victorville, the system of vehicle right-of-ways are a dominant consideration in land use planning. Inasmuch as the motorized network occupies 20 percent to 30 percent of the total land area, greatly influences the shape of blocks and the lots within them, and helps to fix the boundaries of residential communities and other major land uses, it is the major structural element of the urban community. The motorized network distinguishes five basic road classifications: freeways, arterials, parkways, collectors and local streets.

As a means to implement the motorized network through private projects and public works improvement projects, the following should be used: (1) the Standard Specifications for Public Improvements and, (2) the Subdivision Ordinance.

FREEWAYS

Freeways serve primarily regional transportation needs. They are designed to move large volumes of high-speed traffic through metropolitan areas, between cities and to and from major traffic generators such as shopping, employment, and recreation centers without impeding a continuous steady flow.

Freeways, unlike other types of highways, are designed with no traffic stops and prohibit parking, except for emergencies, within the right-of-way. Cross traffic and access on and off the freeway are provided for through traffic interchanges with major arterials, parkways and other intersecting freeways. Freeways are fenced to further restrict both vehicles and pedestrians from gaining access from abutting property. Where access to private property located adjacent to the freeway is necessary or desirable, a separate parallel frontage road is provided between points of intersection.

Land uses encouraged to develop on properties abutting freeways consist of commercial, industrial, agricultural and some public and recreational uses where noise does not interfere with their operation.

The following principles of freeway location should be considered when planning the alignment of a freeway through an urban area.

- Freeways should avoid bisecting a homogeneous area such as a residential neighborhood, commercial district, or special service district where pedestrian or short-driving relationships are essential.
- Freeways should be used as buffers to separate major land uses.
- Freeways should either be depressed or elevated when passing through or near residential areas to reduce noise levels generated by traffic.

ARTERIALS

Arterials are medium-speed main traffic routes designed to move large volumes of traffic within a city and to collect and distribute it from freeways to collector streets and/or traffic generators. Arterials are designed to carry at least four lanes of traffic, two or more in each direction, and may also provide two lanes for parking. Major intersections are controlled by signalization and, where possible, left turn pockets are provided in the median strip.

The Circulation Element distinguishes arterials as primary and secondary, based on traffic volumes and design characteristics. It should be emphasized that the primary function of arterials is to move traffic and their design and operation should reflect this fact.

Land uses encouraged to develop on properties abutting arterials consist of commercial, high density residential, industrial, recreational and agricultural.

Streets which are designated as arterials in the Circulation Element should:

- Be located at the boundaries of residential neighborhoods.
- Not provide direct access to residential facilities.

PARKWAYS

They, like arterials, are designed to carry medium-speed and large volumes of traffic. The parkway is designed to provide four or more traffic lanes, with at least two lanes going in each direction and two lanes for off-street parking. The major design characteristic which distinguishes a parkway from an arterial is the landscaped median strip incorporated into the street design to provide for an aesthetically pleasing traffic corridor. Land uses encouraged to develop on properties abutting parkways are the same as those allowed on arterial streets.

COLLECTOR STREETS

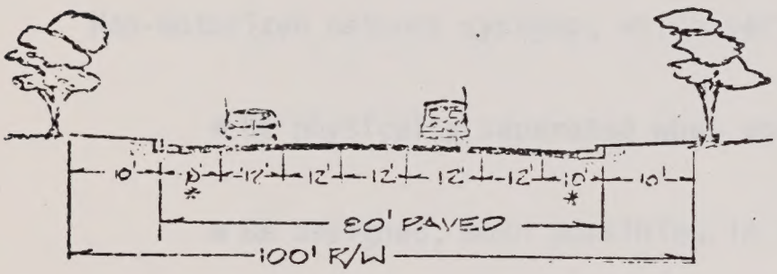
Collector streets are designed to conduct and distribute traffic from local streets to arterials or to local generators such as neighborhood shopping centers, schools, or community centers. The Circulation Element distinguishes collectors as major and minor collectors based on design and operational characteristics.

Land access is a secondary function of a collector and its design and operation should reflect this fact. Land uses encouraged to develop along collectors consist of residential, neighborhood, commercial, agricultural and recreational uses. Specific information concerning the various types of recreational and other public uses to be allowed along collector streets are discussed in the Community Facilities Element of the General Plan.

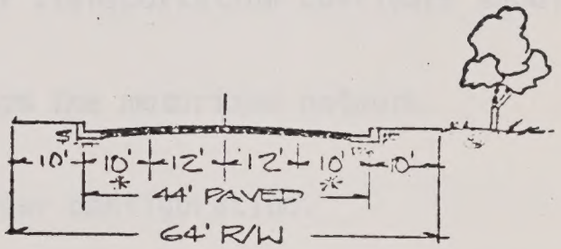
LOCAL STREETS

The principal purpose of a local street is to provide vehicular and pedestrian access to property abutting the public right-of-way. Unlike the other street types, local streets are primarily designed for land service or access, and secondarily, to provide for continuous traffic flow. Therefore, local streets are not designed to carry large volumes and/or through traffic. Land use encouraged to develop on properties abutting local streets are low and medium density residential uses, and some recreational uses.

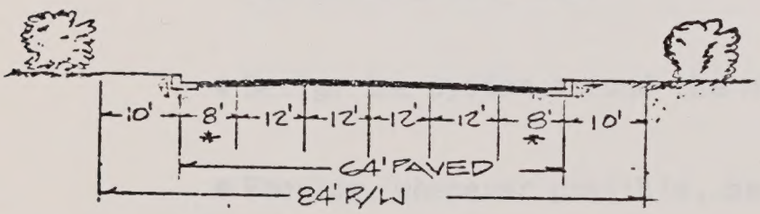
The design standards for arterials, parkways, collectors and local streets are illustrated below.



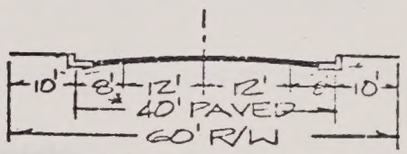
MAJOR ARTERIAL



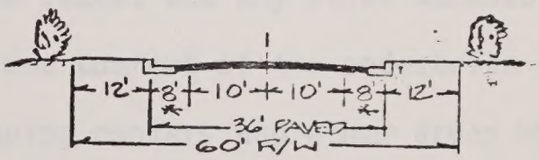
MAJOR COLLECTOR



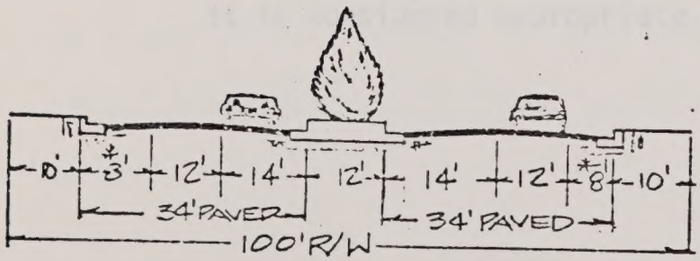
SECONDARY ARTERIAL



MINOR COLLECTOR



LOCAL STREET



PARKWAY

NOTE: PARKWAY REQUIREMENT TO BE MANDATORY ONLY FOR NEW STREETS.

NOTE: * PARKING LANE TO BE UTILIZED AS A BICYCLE LANE WHERE DESIGNATED BY APPROPRIATE SIGNING AND/OR STRIPING

NON-MOTORIZED NETWORK

As an integral part of the Circulation Element of the General Plan, walkways and bikeways make-up the classification referred to as the non-motorized network. The importance of this network in terms of its recreation and transportation capabilities is becoming increasingly apparent.

The network is a web-like system designed to serve both local and regional needs. As a means to implement the non-motorized network through private projects and public works improvement projects, the following should be used: (1) the Subdivision Ordinance; (2) the Zoning Ordinance; and, (3) the Standard Specifications for Public Improvements.

Non-motorized network systems, which serve as major transportation corridors should:

- Be physically separated when possible, from the motorized network.
- Be designed, when possible, in a curvilinear configuration.
- Provide landscaping, when appropriate, to reflect the character of the surrounding land use.
- Design the system around the natural topography.
- Provide, whenever possible, benches, bike racks, and any other accessory equipment necessary for the convenience and comfort of the pedestrian or cyclist in such locations as parks, shopping centers and other areas where it is considered appropriate.

WALKWAYS

The most basic of all the transportation systems, walkways are usually least often considered in the development of a Circulation Element. However, their importance in the establishment of a balanced transportation network is critical.

The walkway network has a dual-purpose function, providing for both transportational and recreational demands. These walkways provide a link to the various urbanized and natural environmental areas of the city. The walkway network consists of two dominant components:

(1) Sidewalks - The system of sidewalks is the most dominant feature of the walkways network. Located along the side of a street, sidewalks serve primarily as transportation linkages and secondly as recreational travelways.

(2) Pedestrian paths - Pedestrian paths are separated from the motorized network and are designed to connect the residential areas to various public facilities. These pathways are designed primarily as recreational areas. Day hiking and pleasure walking normally make-up the functional activities which take place on these paths.

BIKEWAYS

In planning any circulation system, consideration should be given to the bicycle as a part of that system. To help upgrade the bicycle as a component part of the circulation system, provisions should be made for the cyclist to utilize the travelway network.

The bikeway system in the City of Victorville is designed to provide a recreational and transportational corridor linking residential uses to various public, commercial

and recreational facilities such as public schools and parks. The bikeway system provides a safe system of local and regional trails designated for the exclusive use of bicyclists with either (1) completely separate right-of-ways from those used by motorized vehicles, or (2) on streets with adequately marked on-road bicycle lanes.

There are three types of bike route facilities that provide for bicycle travel. These facilities are classified as:

(1) Shared Route: A shared route is a street shared by the cyclist with motor vehicles and does not provide special lane markings for bicyclists. There are, however, located periodically and strategically, "bike route" signs to guide the cyclist. These routes are used along local and collector streets where traffic movement is slow and volume is slight.

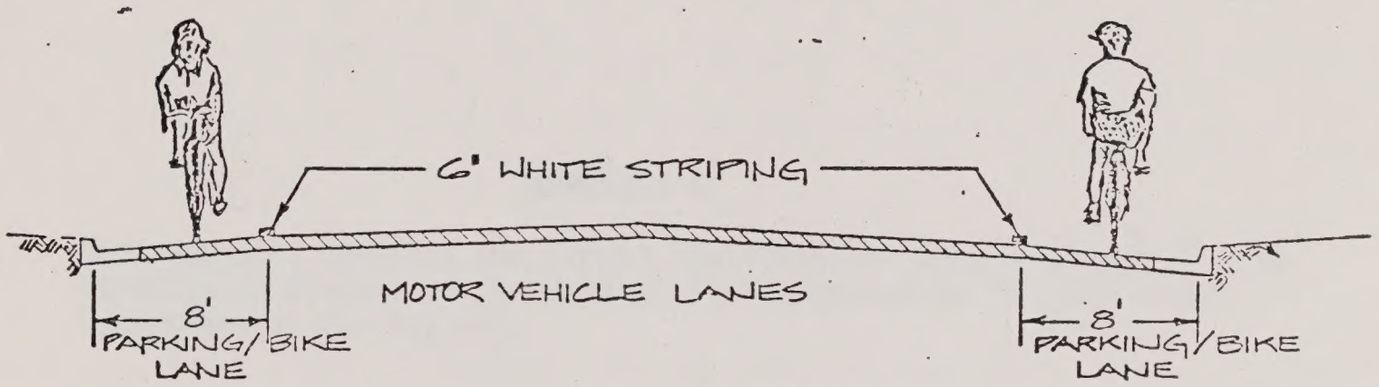
(2) Bike Lane: A bike lane is a lane specially marked on the paved area of a road and with bike route signs for preferential use by bicycles. It is usually located along the edge of the paved area or between the parking lane and the first motor vehicle lane. Bike lane facilities are utilized along arterials and parkways where traffic movement and volume is high and on-street parking is not required.

(3) Bike Path: A bike path is a special pathway facility designed for the exclusive use of bicycles, which is completely separated from motor vehicle travelways. A bike path may be on a portion of the motorized network right-of-way. It may be grade separated or have street crossings at designated markings. These pathways are designed to serve as major transportation corridors and can be designed within major drainage channels and utility easements.

The bikeway system initially consists of shared route and bike lane facilities, however, as the city expands, emphasis will be placed on the development and utilization of bike pathways, separated from the motorized network.

The design standards for walkways and bikeways networks are illustrated below:

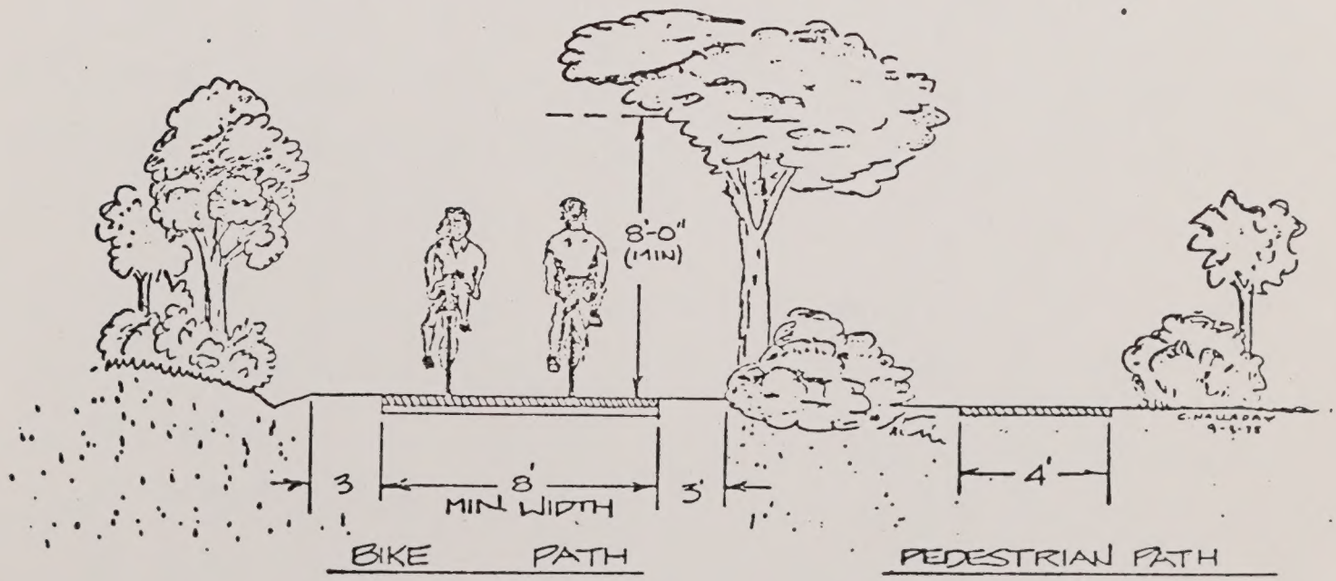
BICYCLE LANES
(UTILIZING STREETS)

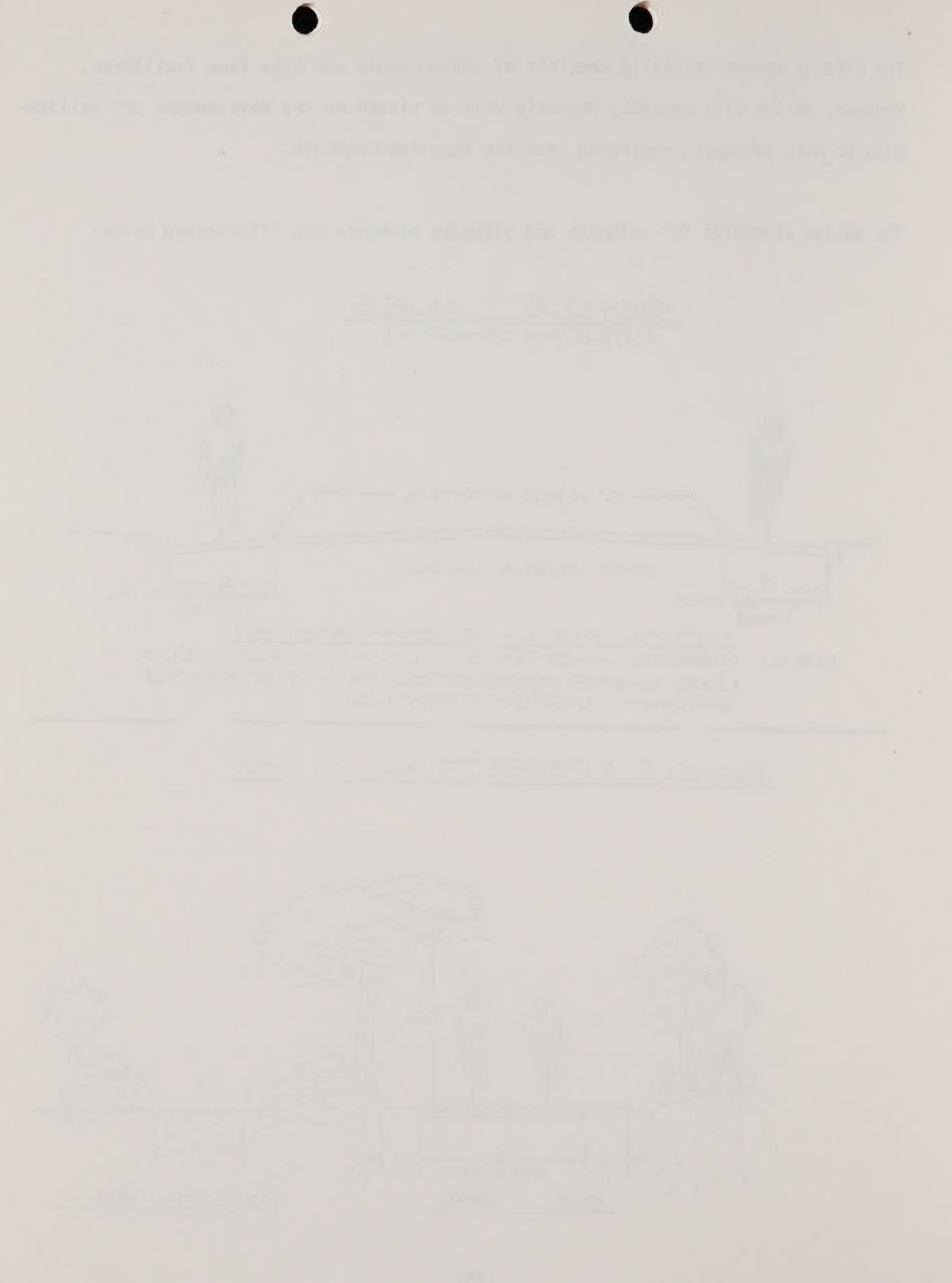


TYPICAL BIKE LANE CROSS SECTION

NOTE: PARKING LANE TO BE UTILIZED AS A BICYCLE LANE WHERE DESIGNATED BY APPROPRIATE SIGNING AND/OR STRIPING

BICYCLE & PEDESTRIAN PATHS





APPENDIX A

This appendix contains the formal Environmental Impact Report for the Circulation Element of the General Plan pursuant to the California Environmental Quality Act.

I PROJECT DESCRIPTION

The Environmental Impact Report has been prepared to assure that all due consideration has been given to the environmental impacts of the proposed Circulation Element of the General Plan for the City of Victorville. This document, upon adoption, will have the status of an element in the General Plan, and serve as a guide towards the development of a coordinated circulation system within the City of Victorville as urban expansion occurs.

The Circulation Element has, at its goal, to develop a comprehensive circulation system to insure the safe, efficient and convenient movement of people and goods through the following objectives:

1) To insure a viable circulation system by fully coordinating the Circulation Element of the General Plan and other regional circulation systems;

2) To provide for the expansion and development of circulation facilities to accommodate the growing needs of the public; and,

3) To provide adequate design standards for the various types of travelways and their function.

The Circulation Element distinguishes two types of networks which describe the various types of travelways incorporated into the circulation system:

1) The Motorized Network
   a) Freeways
   b) Arterial Streets
   c) Parkways
   d) Collector Streets
   e) Local Streets

2) The Non-motorized Network

a) Walkways

b) Bikeways

The objectives and principles outlined in the element are intended to provide guidance for the circulation system. However, the tools for the implementation of the Circulation Element are:

1) Standard specifications for public improvements;

2) Subdivision Ordinance; and

3) Public works improvements.

Following the Guidelines for the Implementation of the California Environmental Quality Act (CEQA) of 1970, all General Plan Amendments are subject to the environmental review process. Even though the Environmental Review Committee determined that the proposed Circulation Element of the City of Victorville would have no substantial adverse effect on the environment, the City of Victorville Planning Department has optionally determined to prepare an Environmental Impact Report (EIR). This EIR is to describe the potential impact which adoption and implementation of the plan will have on the environment.

II ENVIRONMENTAL SETTING

The following section is a description of the environmental setting to be affected by the adoption and implementation of the amended Circulation Element.

A. Location, Size and Function

The City of Victorville is located in San Bernardino County in the southwestern portion of the Mojave Desert about 38 miles north of the City of San Bernardino. Its elevation is approximately 2,700 feet and is bisected by the Mojave River. Its primary function is to serve as a residential community for 12,344 people (1975 special census figure),

and as a commercial center for the entire Victor Valley with a population of 53,552. In addition, the economy is centered on recreation, tourism, military, cement manufacturing and some local agriculture. In area, the City of Victorville is presently 30.6 square miles.

B. Physiography and Climate

The physical characteristics of the City of Victorville can be divided into four physiographic parts:

1) the alluvial fan south of Granit mountain in the northern portion of the city;
2) the rocky bluffs which flank both sides of the alluvial fan;
3) the Mojave River flood plain; and
4) the Mojave River valley flood.

The climate in the City of Victorville is that of a middle latitude desert which is characterized by regions shut off by mountains from invasions of maritime air masses in summer and continental polar air masses in winter. In addition, there exists a great annual temperature range with hot summer and cold winter temperature extremes.. Temperatures range from summer daily means of 79.0 degrees Fahrenheit to daily winter means of 42.8 degrees Fahrenheit. Rainfall is generally less than ten inches per year and humidity rarely exceeds 50 percent.

III UNAVOIDABLE ENVIRONMENTAL AFFECTS OF THE PROPOSED ELEMENT

The Circulation Element is a guide for development in that it categorizes and locates various travelways according to specific design criteria. In serving as a guide, it necessarily has to commit lands that are presently in a natural and undeveloped state for future use as part of the circulation system. This has an obvious indirect impact

on the natural environment in that the element designates and commits land for city rights-of-way in areas that are presently undeveloped, thus fostering the commitment of these lands to a more urbanized use. In addition, the following indirect environmental impacts can result from the project:

1. An increase in vehicle miles traveled (VMT);
2. Some air quality deterioration resulting from the increased VMT;
3. Increased noise levels resulting from higher traffic volumes; and,
4. Increased energy comsumption.

IV MITIGATION MEASURES USED TO MINIMIZE THE IMPACT

The Circulation Element is a guide for the future expansion of this city's travelway system. As such, the element is designed to insure access and mobility within the city as it continues to grow and develop. Therefore, when compared to the status quo, the proposed Circulation Element is a mitigation measure in that it will help to relieve any congestion that results from future growth and development. To mitigate against the other indirect impacts such as increased VMT, air quality deterioration, increased energy consumption and increased noise, the implementation methods suggested in the city's Noise and Air Quality Elements, are in effect, mitigation measures. The implementation programs in those elements as well as the city environmental review process, provide a means to review and suggest specific mitigation measures for any new extensions of the city's circulation system.

V SHORT-TERM VERSUS LONG-TERM PRODUCTIVITY

The proposed Circulation Element is both a short-term and long-term guide for urban development within Victorville. As such, it commits the city to provide for both motorized and non-motorized circulation systems. While it is recognized that in the short-term, access and mobility will be provided for through the use of motorized

vehicles on streets and highways, in the long-term, the non-motorized system (walkways, bikeways, equestrian trails, etc.) will take on an increasing role in providing a balanced circulation system. The adoption and implementation of the proposed Circulation Element is presently justified inasmuch as the present element does not, in the context of today's needs, provide for an extensive and flexible enough circulation system to satisfy public needs and demands for more efficient, safer and non-polluting transportation.

VI IRREVERSIBLE COMMITMENT OF RESOURCES

Uses of non-renewable resources during the initial and continued phases of this Circulation Element include city monies which have been used to prepare this element and future city monies to be used in implementing the policies and objectives as set forth in the element. In providing for a coordinated transportation system, the only indirect commitment of resources resulting from this proposed element are those resources that will be involved in the construction of future travelways within Victorville and the energy consumed in their use.

VII GROWTH-INDUCING IMPACTS

The proposed Circulation Element, being a future-oriented document, primarily establishes design criteria and guidance for the development of a circulation system. Therefore, its adoption will not have a growth-inducing impact on the city. However, the element may give direction to and set limitations on expanding development within Victorville.

VIII ALTERNATIVES TO THE PROPOSED ACTION

1. No project.
2. Modification of the proposed Circulation Element.

The first alternative would retail the status quo. The Circulation Element of the General Plan, as revised in 1972, would continue as the city's guide in the development of a comprehensive circulation system. Inasmuch as there have been extensive changes occuring within the City of Victorville in terms of both population and geographic growth, retention of the present Circulation Element, does not now, nor would not in the future, provide realistic guidance for the development of a circulation system within the city.

The second alternative, which is to revise the Circulation Element, could be accomplished provided that any revisions would not make such an element unrealistic nor compromise the intent of the element which is to provide for a comprehensive circulation system for present and future needs.

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